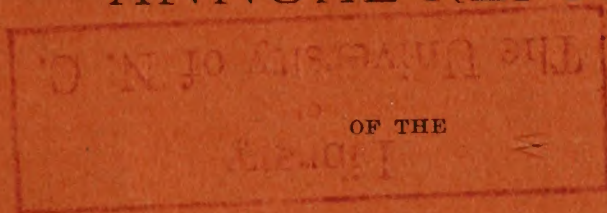


6525 Catalogued

ANNUAL REPORT



WESTERN N. C. RAILROAD COMPANY,

EMBRACING THE

REPORTS OF THE OFFICERS,

FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 1884;

TOGETHER WITH THE

PROCEEDINGS OF THE STOCKHOLDERS, AT THEIR ANNUAL
MEETING, HELD IN SALISBURY, DECEMBER 9TH, 1884.

RALEIGH, N. C.:

UZZELL & GATLING, STEAM PRINTERS AND BINDERS.
1884.

ANNUAL REPORT

OF THE

Library
OF
The University of N. C.

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PROCEEDINGS.

SALISBURY, N. C., November 26, 1884.

The annual meeting of the Stock-holders of the Western North Carolina Railroad Company was held at the office of the Company at Salisbury at 12 o'clock M.

On motion, S. H. Wiley was called to the chair. Geo. P. Erwin, Secretary of the Company, by request, acted as Secretary of the meeting.

The Chair appointed Geo. P. Erwin, the Secretary, a committee on proxies.

The committee on proxies reported that there was not sufficient stock represented, either by proxies or in person, to constitute a quorum for the transaction of business.

It being ascertained that there was no quorum present, upon motion, the meeting adjourned to meet again at the office of the Company, Tuesday, December 9, 1884.

SALISBURY, N. C., December 9, 1884.

The Stock-holders of the Western North Carolina Railroad Company met at the office of the Company on Tuesday, December 9, 1884, at 12 M., pursuant to adjournment.

The meeting was called to order by A. B. Andrews, President of the Company, and, on his motion, Hon. D. Schenck was called to the chair, and Geo. P. Erwin, Secretary of the Company, acted as Secretary of the meeting.

The chairman appointed as a committee on proxies Frank Coxe and S. H. Wiley.

The committee appointed to ascertain whether a quorum was present, respectfully reported that they had performed the duty assigned them, and found five stock-holders present in person,

representing forty shares of stock, and one stock-holder present representing 31,683 shares of stock by proxy.

Total present in person and by proxies 31,723 shares. The number of shares necessary to form a quorum being 20,001 shares, the chairman announced that a majority of the stock-holders was present and that this meeting was legally organized and ready for business.

The President submitted his report for the past fiscal year, which, on motion, was received, approved and ordered printed.

It was moved and seconded that the meeting proceed to an election of a Board of nine Directors for the ensuing year.

The chairman appointed Messrs. J. E. Ranken and S. H. Wiley as tellers.

After a ballot was had the tellers reported the following gentlemen unanimously elected Directors of the Company for the ensuing year: A. B. Andrews, Frank Coxe, D. Schenck, S. H. Wiley, J. E. Ranken, W. E. Anderson, A. S. Buford, G. S. Scott, C. S. Price.

The chairman announced that the gentlemen named in the report of the tellers having received the unanimous vote of all stock represented either in person or by proxy, were duly elected Directors of the Western North Carolina Railroad Company for the ensuing year.

The stock-holders' meeting then adjourned *sine die*.

GEO. P. ERWIN,

Secretary.

D. SCHENCK,

Chairman.

PRESIDENT'S REPORT.

SALISBURY, N. C., November 25th, 1884.

To the Stock-holders of the Western North Carolina Railroad Company:

GENTLEMEN:—It is with great satisfaction that the President and Board of Directors of the Western North Carolina Railroad Company beg leave to lay before the stock-holders the record of the result accomplished during the past fiscal year, including as it does the entire fulfillment of the contract obligation with the State and the cancellation of the lien upon the property held as security for that obligation.

The construction of the Western North Carolina Railroad was originally undertaken by the State of North Carolina in order to secure to its people a channel through which they should exchange their commodities with the Western States, as well as to open up the hardly accessible mountain region within its limits. The work was carried on at great cost by the State, but failing to secure completion in its hands, was transferred to the present ownership, under very stringent conditions for the prosecution of the enterprise. These conditions have been faithfully carried out, first, by the completion of the line to Paint Rock, in February, 1882, thereby making connection to the westward, and finally this year, by the completion of the line to the Tennessee river at the mouth of Nantahala river and the fulfillment of the financial obligation to the State, pending which the title of the property had been held in escrow. This last condition, involving the payment of \$600,000, May 1st, 1884, and the deposit of \$30,000 of North Carolina State bonds, was punctually fulfilled and the title to the property redeemed, and now for the first time in its history is the railroad of the company an accomplished fact, and the company itself freed from the bur-

dens oppressing it. The mileage constructed during the past year is sixty-six miles, making a total mileage now operated of 274, comprising the main line from Salisbury to Paint Rock, 190 miles, and the line from Asheville to the Nantahala river, 84 miles. The territory opened up by the new line is very fertile and productive, exceedingly healthy and capable of sustaining a large population. Attention has been recently drawn to this section and it bids fair to be rapidly settled up, and to supply a remunerative and increasing traffic. During the year, by arrangement with the bondholders, the First Mortgage Bonds of the company, issued at the rate of \$15,000 per mile, have been cancelled and replaced by a new issue at the rate of \$12,500 per mile of First Consolidated Mortgage Bonds, of which a reserve of \$850,000 is retained by the Trustees to secure the bonds of same amount issued by the State and constituting a first lien on the property. There will also be issued Second Mortgage Bonds at the rate of \$15,000 per mile upon the increased mileage, making a total of \$4,110,000.

The revenues of the company have shown a gratifying increase, although it has not received as large a traffic from its western connections as was expected. This traffic we hope to obtain in the future.

The increasing popularity of the mountain district, both as a summer and winter resort for the sea-coast, Southern and Northern people, insures an increasing traffic, limited only by the facilities and accommodations for residence. These accommodations are rapidly multiplying and a steady growth from this source can be anticipated. Measures are being taken to promote immigration on the line of your road which we hope will be fruitful in the near future.

The condition of the property has been largely benefited during the past year by improvement of the road-way, as well as by the laying of 78 miles of new steel rail on the main line. Several parts of the line heretofore causing much labor and expense have been put in permanent condition and the entire property is sufficient for the requirement of the present traffic, and its facilities will be enlarged to meet the demands of the future.

During the year there has been put in the track, apart from new construction, 6,984 tons of steel rail, 69,524 cross-ties, 546 lineal feet trestles filled, and the trestles, bridges and road-bed have received the necessary repairs.

The earnings of the company during the fiscal year ending September 30, 1884, which embrace the operation of 206 miles only:

From passengers.....	\$145,227 02
From freight.....	263,329 21
From mail.....	19,751 35
From express.....	5,076 76
From miscellaneous.....	1,685 00
Total	<u>\$435,069 34</u>

The operating expenses were:

For conducting transportation.....	\$ 75,805 17
For motive power.....	76,846 44
For maintenance of way.....	94,680 40
For general expenses.....	26,794 06
For maintenance of cars.....	19,359 75
Total.....	<u>\$293,485 82</u>
Net earnings.....	\$141,583 52

Being an increase over the preceding year of gross earnings	\$ 89,775 72
An increase in operating expenses.....	68,536 76
Showing increase of net earnings.....	21,238 96

The accompanying report of the Superintendent and statement of Auditor are referred to for more explicit details of the year's operations.

The company has kept a force of 75 men at work up the Nantahala river in the direction of Murphy, and they have graded and have ready for the rails about 8 miles of track. The dis-

tance from the end of the grading to Murphy is 32 miles; about four miles of this is heavy work, as will be seen by reference to the profile and report furnished by the Chief Engineer, Major James W. Wilson.

The thanks of the Board are due to the officers and employees of the company for their efficient and faithful efforts in achieving the gratifying results of the year.

Respectfully submitted by order of the Board of Directors.

A. B. ANDREWS,

President.

SUPERINTENDENT'S REPORT.

WESTERN NORTH CAROLINA RAILROAD COMPANY,
OFFICE OF SUPERINTENDENT,
SALISBURY, N. C., November 1st, 1884.

COL. A. B. ANDREWS, *President, Raleigh, N. C.:*

SIR:—In offering my report of the earnings and expenses of the Western North Carolina Railroad for the fiscal year ending September 30th, 1884, I will say that, as heretofore the Superintendent has not submitted a detailed, formal, annual statement, any reference to data contained in previous reports will necessarily be omitted. It is sufficient to state that at the close of the last fiscal year the road-bed, bridges, trestles, depot-buildings, water-supplies, machinery, general equipment, &c., were in a fair condition. Since the close of the last year, in addition to the line from Salisbury to Paint Rock, a distance of 189.8 miles, and from Asheville to Pigeon river of 18 miles, the recently completed distance of 66.2 miles from Pigeon river to Nantahala gives a total of 274 miles of road now in operation; but under the pressure of the contract to complete the road to Nantahala river within a given time, the construction and operating expenses have been closely interwoven, and no separate charges made for transportation as against construction. If this had been done it would have credited operating expenses with much that has been done in the transportation of iron, cross-ties, lumber and other material requisite for the completion of the road. Therefore, in describing the earnings and expenses for the fiscal year, I will refer you more particularly to the reports of the Auditor, which show, separately, earnings from all sources, and also the compiled statements of expenses under the various headings, including road-bed, cross-ties, lumber accounts, new cars, engines, repairs and shop work, fuel, depot grounds and buildings, and

other items, together with charges against construction, but not including free transportation of iron, cross-ties, supplies for convicts, and material.

I will not mention the various items which operating expenses might have been credited with, but will submit the attached reports of the Auditor and confine my report more especially to the additions made to the security and safety of the road-way, machinery, &c., and also to the improvements which, in my opinion, are desirable.

TRACK.

The statement that the road-way was in "a fair condition" at the close of the last fiscal year, should be qualified by the statement that the road between Salisbury and Third creek, a distance of 13 miles, and from Statesville to Glen Alpine, a distance of 59 miles, was laid with 45-lbs. rail, some of which was worn and not sufficient in weight to carry our traffic. During the past spring and summer we have laid from Salisbury to Third creek with 60-lbs. steel, and from Statesville to within one mile of Glen Alpine with 56-lbs. steel; this, with the 12 miles of 56-lbs. fish-bar iron between Third creek and Statesville, gives a continuous connection of new steel and iron rail from Salisbury to within one mile of Glen Alpine. From there to Old Fort, a distance of 28 miles, the road is laid with a chair-rail, which it would be advisable to relay with steel rail when the finances of the company permit. From Old Fort to the west portal of Swannanoa Tunnel, a distance of 12 miles, which includes the mountain division, the road is laid with 60-lbs. steel rail, 7 miles of which was laid this year. From Swannanoa Tunnel to Paint Rock, a distance of 67 miles, the road is laid with 50-lbs. fish-bar iron.

MAINTENANCE OF ROAD-WAY.

Having laid during the year 78 miles of steel rail where it was most needed, with the best angle plate connections, patched

the chair-rail between Glen Alpine and Old Fort, distributed and put under the track 69,524 white and post-oak cross-ties, at an average cost of 25 cents each, given the track a general surface, ditched or drained most of the worst and wet cuts, widened many of the narrow embankments, and in order to reduce the curvature and straighten the line, made several changes between Asheville and Paint Rock, which show perceptible advantages in the reduction of operating expenses, and having made permanent betterments by filling up 546 lineal feet of trestle between Alexander's and Warm Springs, I may safely state that our track and road-bed are in good condition.

SIDINGS.

At Salisbury we have laid 1,200 feet of new side-track and put in three new Lorentz switches and frogs. The Asheville sidings have been increased 3,600 feet, with five new Lorentz switches and frogs. At Barnard's 900 feet new side-track, with two new switches and frogs, have been put in; 600 feet of new side-track have been graded and laid at Terrell's siding, making a total of 6,300 feet of new side-track.

TUNNELS.

The tunnels are all in good condition. During the year there was a slide at Swannanoa tunnel, which caused a slight delay to trains, but that was at once remedied and future trouble prevented by putting in new timbers. I propose to make additional renewals of timber during the winter and spring.

TURN-TABLES AND CROSSINGS.

A new turn-table has been put in at Old Fort, and 3,388 lineal feet of trestles have been built, 500 feet washouts have been repaired, 1,280 feet of bridging repaired, 3 over-head bridges built and all the other crossings received more or less repairs and are in good order.

BRIDGES AND TRESTLES.

The truss bridges across the French Broad river at Asheville and Ivy have received substantial repairs in the way of renewed chords and braces, and strengthening and doubling all the main rods. With this recent work these two bridges, which are our most important crossings, are in good repair. The Howe truss-bridge over Catawba river is now undergoing repairs, and with the present work completed, will be in perfect order. It is advisable to replace the present structures with clear-span bridges over the following streams: Flat, Newfound, Walnut, Laurel and Spring creeks. At Buffalo creek, west of Statesville, the masonry is completed for a clear-span bridge of 120 feet. The trestle at Marshall can soon be abandoned by the completion of the rock wall, and the line changed as contemplated.

DEPOT BUILDINGS.

The depot buildings are in good repair. At Third creek the Agent's office has been ceiled and new platform built, Statesville has a new platform 100 by 150 feet, Catawba has new platform 10 by 100 feet. A new and larger depot at Newton is desirable, but the platform has been renewed 10 by 100 feet. At Hickory the depot has been recently re-covered with shingle roof, and 100 by 100 feet of new platform built. Asheville has a new depot 50 by 160 feet, built of brick and covered with tin. Alexander's has new platform 25 by 50 feet. Marshall has new depot 25 by 40 feet. Warm Springs has new transfer shed and platform, both of which should be increased in order to facilitate dispatch of western business.

SECTION HOUSES.

There are 27 sections on main line, 18 of which have houses for Section Masters. Nine more are needed and should be built.

WATER STATIONS.

At Salisbury a new well has been dug, and two new water supply tanks with capacity of 9,800 gallons each, and an engine-house, have been built, with boiler and ejector; a new water-tank has been built at Old Fort with 1,500 feet of two-inch supply pipe, and a new tank built at Ramsey's Branch, five miles west of Asheville. A tank should be built at Third creek, and this will make our water supply sufficient to do a business of twice the volume we are now moving.

MACHINE SHOPS.

In stating the condition of the shops, machinery, equipment, &c., you will find below a list of engines and cars belonging to the company, and also a statement of the motive power and cars, which, in my opinion, should be procured in order to enable us to properly foster our business and obtain such proportion of other business as our road is geographically entitled to, and which it is able to do.

MOTIVE POWER.

We have ten Cook & Danforth locomotives, 17x24-inch cylinders, that have been in service about two and a half years; and two Baldwin locomotives, 16x24-inch cylinders—one has been in service six years, the other two and a half years; three Pittsburgh engines, 15x22-inch cylinders, that have been in service ten years; one Breze and Kneeland, 14x22-inch cylinders, that has been running twenty-three years. Except three of the Cook & Danforth engines, the locomotives are in good condition. We are now renting two engines from the Richmond and Danville Railroad Company, and one from the Charlotte, Columbia and Augusta Railroad Company. If we could purchase six new locomotives it would better enable us to overhaul the three Cook & Danforth engines, and to stop the rental now paid to other roads, thereby reducing expenses and adding mate-

rially to the capacity of the road, which is greatly needed. In the past year we have adopted and applied the Eames vacuum brake to eight of the freight engines.

CAR EQUIPMENT.

We have 5 first-class coaches, 5 combination cars, 3 mail and express cars, 17 box cars, 11 stock cars, 71 coal cars, 25 flat cars, 9 cabooses and 4 construction or shanty cars. To do our present business and reduce the foreign mileage, which is charged against us monthly, it will be necessary to have at least 100 new box, 50 stock, 50 coal and 25 flat cars. This I consider a moderate requisition when we consider the monthly payments of foreign mileage.

MACHINERY.

One, if not the most important, disadvantage under which we are working is the lack of shop room and machinery, having to use a part of the Round House for machinery, wood-work and paint-shop, leaving only three stalls for engine space, and rendering it almost impossible to finish a job of painting on account of the dust from other work.

If our shop space could be increased by building a wood and paint-shop, and the following new machinery purchased, we could do the entire repair work of the road and reduce the cost of manufactured material to one-half of the present cost, less the difference in freight:

One double driving-wheel lathe, with quartering attachments;

One double end axle lathe;

One 16-inch shaping machine, with centre attachments and chuck;

One hydraulic wheel press;

One car-wheel borer and one crank pin lathe.

EMPLOYEES.

Before concluding, it is my pleasure to mention the unprecedented interest that has been shown by the untiring zeal of the

employees of this company, and I will add that the apparent future prosperity depends, in the greatest measure, upon their personal loyalty and steady attachment for the advancement of the company's interest in the various working departments.

In submitting this report, I have, to a considerable extent, omitted details, because your full knowledge of the subjects embraced therein supplies the deficiencies.

I am, with great respect, yours very truly,

V. E. McBEE,
Superintendent.

STATEMENT B.

WESTERN NORTH CAROLINA RAILROAD,
SALISBURY, N. C., October 1, 1884.

PROFIT AND LOSS.

Balance to credit of this account, Sept. 30th, 1883	\$ 202,045 59	
Net earnings for year ending Sept. 30th, 1884.....	141,583 52	
		\$ 343,629 11
Amount credited during year, viz.:		
Balance of Stage Line account.....	.....	307 82
		\$343,936 93

STATEMENT C.

Earnings and Expenses for year ending September 30, 1884.

	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
October, 1883.....	\$ 44,005 84	\$ 29,418 13	\$ 14,587 71
November, "	36,131 66	24,974 96	11,156 70
December, "	33,784 38	21,614 33	12,170 05
January, 1884.....	29,212 18	26,237 32	2,974 86
February, "	35,083 43	20,445 93	14,637 50
March, "	31,054 32	19,961 69	11,092 63
April, "	33,833 38	22,721 91	11,111 47
May, "	32,124 37	26,894 10	5,230 27
June, "	29,628 55	23,139 48	6,489 07
July, "	35,718 62	26,067 94	9,650 68
August, "	48,794 44	24,570 70	24,223 74
September, "	45,698 17	27,439 33	18,258 84
	\$435,069 34	\$293,485 82	\$141,583 52

WESTERN NORTH CAROLINA RAILROAD—STATEMENT D.

EARNINGS IN DETAIL FOR YEAR ENDING SEPTEMBER 30, 1884.

MONTHS.		FREIGHT.	PASSENGERS.	EXPRESS.	MAIL.	MISCELLANEOUS.	TOTAL.
October,	1883.....	\$ 29,876 23	\$ 12,367 62	\$ 418 56	\$ 1,343 43	\$	\$ 44,005 84
November,	"	23,546 53	10,745 60	496 10	1,343 43	.....	36,131 66
December,	"	21,614 24	10,327 41	499 30	1,343 43	.....	33,784 38
January,	1884.....	18,816 29	8,658 30	394 16	1,343 43	.....	29,212 18
February,	"	23,899 13	9,531 74	309 13	1,343 43	.....	35,083 43
March,	"	21,217 13	8,201 18	292 58	1,343 43	.....	31,054 32
April,	"	22,571 88	9,454 57	463 50	1,343 43	.....	33,833 38
May,	"	18,197 62	11,768 14	495 18	1,343 43	320 00	32,124 37
June,	"	18,131 79	9,521 71	331 62	1,343 43	300 00	29,628 55
July,	"	18,223 13	15,376 77	410 29	1,343 43	365 00	35,718 62
August,	"	21,576 88	21,500 56	522 22	4,524 78	670 00	48,794 44
September,	"	25,658 36	17,773 42	444 12	1,792 27	30 00	45,698 17
		\$ 263,329 91	\$ 145,227 02	\$ 5,076 76	\$ 19,751 35	\$ 1,685 00	\$ 435,063 34

STATEMENT E.

SUMMARY OF PASSENGER BUSINESS FOR THE YEAR ENDING
SEPTEMBER 30, 1884.

CLASS.	NUMBER.	MILES.	EARNINGS.
First Class.....	80,922 }	3,947,015	\$ 138,652 02
Second Class.....	20,260 }		
Total.....	101,182	3,947,015	\$ 138,652 02
Commtation	263	263,000	6,575 00
Total.....	101,445	4,210,015	\$ 145,227 02

STATEMENT F.

SUMMARY OF FREIGHT BUSINESS FOR THE YEAR ENDING
SEPTEMBER 30, 1884.

CLASS.	TONS.	MILES.	EARNINGS.
Local Freight—Eastward.....	3,491.69	151,339	\$ 9,473 05
Through Freight—Eastward.....	56,186.31	7,820,879	130,124 36
Total.....	59,678.00	7,972,218	\$ 139,597 41
Local Freight—Westward.....	9,595.22	589,547	\$ 23,063 03
Through Freight—Westward.....	26,574.07	2,829,483	100,668 77
Total.....	36,169.29	3,419,030	\$ 123,731 80
Total East and West.....	95,847.29	11,391,248	\$ 263,329 21

STATEMENT H.
SUMMARY OF EXPRESS BUSINESS FOR THE YEAR ENDING SEPTEMBER 30, 1884.

MONTHS.	EASTWARD.		WESTWARD.		TOTALS.		
	TONS.	MILES.	TONS.	MILES.	TONS.	MILES.	REVENUE.
October, 1883.....	22.99	1,861	18.26	1,652	41.25	3,513	\$ 418 56
November, ".....	26.35	2,220	23.23	2,236	49.58	4,456	496 10
December, ".....	27.39	2,071	25.21	2,046	52.60	4,117	499 30
January, 1884.....	20.83	1,104	14.79	1,347	35.62	2,451	394 16
February, ".....	19.10	1,414	13.96	1,203	33.06	2,617	309 13
March, ".....	19.75	1,448	16.19	1,401	35.94	2,849	292 58
April, ".....	30.10	2,177	21.63	1,943	51.73	4,120	463 50
May, ".....	25.22	1,473	24.69	2,148	49.91	3,621	495 18
June, ".....	14.83	963	21.03	1,785	35.86	2,748	331 62
July, ".....	18.48	1,061	29.21	2,502	48.69	3,563	410 29
August, ".....	26.30	1,416	46.71	4,991	73.01	6,407	522 22
September, ".....	22.19	2,031	30.81	2,036	53.00	4,067	444 12
Total.....	274.53	19,239	285.72	25,290	560.25	44,529	\$ 5,076 66

STATEMENT I.

Statement of Expenses for year ending September 30, 1884.

MONTHS.	Conduct- ing Trans- portation.	Motive Power.	Mainte- nance of Way.	General Expenses.	Mainte- nance of Cars.
October, 1883.....	\$ 7,476 50	\$ 6,072 08	\$12,031 17	\$ 2,290 24	\$ 1,548 14
November, "	6,444 61	5,681 76	9,346 75	1,704 67	1,797 17
December, "	5,850 87	5,757 53	4,611 71	2,895 44	1,498 78
January, 1884.....	6,447 35	6,333 04	6,403 77	5,064 01	1,989 15
February, "	4,912 75	5,454 43	6,860 94	1,719 42	1,498 39
March, "	5,610 20	5,574 22	5,413 62	1,731 20	1,632 45
April, "	5,703 86	6,621 45	7,068 21	1,795 21	1,533 18
May, "	6,260 29	8,521 76	8,834 12	1,910 03	1,367 90
June, "	5,375 08	6,353 54	8,159 79	1,526 21	1,724 86
July, "	6,790 83	6,890 94	8,469 02	2,354 65	1,562 50
August, "	7,158 02	6,038 51	8,131 59	1,653 96	1,588 62
September, "	7,774 81	6,547 18	9,349 71	2,149 02	1,618 61
	\$75,805 17	\$76,846 44	\$94,680 40	\$26,794 06	\$19,359 75
Total, \$293,485.82.					

STATEMENT K.

AMOUNT EXPENDED ON CONSTRUCTION FOR THE YEAR ENDING SEPTEMBER 30, 1884.

MONTHS.	Bridges and Trestles.	Ties.	Road-bed.	New Cars.	Depot Buildings.	Other Items.
October, 1883.....	\$ 2,711 28	\$.....	\$.....	\$ 1,690 00	\$ 1,022 51	\$ 10,238 20
November, "	1,787 03	240 00	.....	2,515 95	823 50	7,921 36
December, "	1,159 50	4,136 24	.....	.....	462 48	11,133 83
January, 1884.....	1,490 98	297 78	.....	.....	1,492 35	22,472 01
February, "	2,022 49	315 60	.....	.....	724 17	9,931 18
March, "	1,542 73	.....	.....	.....	360 51	9,249 64
April, "	1,836 86	.....	.....	3,745 50	58 94	24,987 01
May, "	1,755 02	.....	1,498 05	.....	135 55	11,837 51
June, "	2,344 23	223 60	1,541 33	1,875 00	172 70	13,283 45
July, "	3,729 42	.....	1,068 76	.....	.....	13,264 57
August, "	3,622 22	.....	2,976 52	145 35	84 21	42,444 41
September, "	2,025 72	1,250 00	2,269 34	1,837 61	8 00	11,312 39
Total, \$247,074.59.	\$ 26,027 48	\$ 6,463 22	\$ 9,354 00	\$ 11,809 41	\$ 5,344 92	\$ 188,075 56

STATEMENT L.

GENERAL TONNAGE STATEMENT FOR THE YEAR ENDING SEPTEMBER 30, 1884.

MONTHS.	EASTWARD.			WESTWARD.			TOTALS.		
	Tons.	Miles.	Earnings.	Tons.	Miles.	Earnings.	Tons.	Miles.	Earnings.
October, 1883.....	6,616.30	938,053	\$ 15,491 47	5,077.66	409,361	\$ 14,384 76	11,693.96	1,347,414	\$ 29,876 23
November, "	6,781.47	873,407	14,440 89	2,321.13	214,077	9,105 64	9,102.60	1,087,484	23,546 53
December, "	5,855.87	797,104	12,921 65	2,309.41	196,249	8,692 59	8,165.28	993,353	21,614 24
January, 1884.....	6,319.20	984,954	12,593 14	1,474.41	127,225	6,223 15	7,793.61	1,112,179	18,816 29
February, "	5,380.64	689,448	14,534 06	2,467.48	202,964	9,365 07	7,848.12	892,412	23,899 13
March, "	4,808.08	657,846	11,402 35	2,759.52	249,994	9,814 78	7,567.60	907,840	21,217 13
April, "	4,399.80	456,570	11,683 70	3,239.14	268,194	10,888 18	7,638.94	724,764	22,571 88
May, "	4,755.52	666,105	9,342 83	2,788.59	251,044	8,854 79	7,544.11	917,149	18,197 62
June, "	4,062.34	562,308	10,002 82	2,074.35	172,057	8,128 97	6,136.69	734,365	18,131 79
July, "	4,167.72	591,579	10,259 49	2,322.26	270,056	7,963 64	6,689.98	861,635	18,223 13
August, "	3,991.42	501,506	10,709 67	2,611.72	265,785	10,867 21	6,603.14	767,291	21,576 88
September, "	2,539.64	253,338	6,215 34	6,523.62	792,024	19,443 02	9,063.26	1,045,362	25,658 36
Total.....	59,678.00	7,972,218	\$139,597 41	36,169.29	3,419,030	\$123,731 80	95,847.29	11,391,248	\$263,329 21

SUMMARY.

Local Freight.....	3,491.69	151,339	\$ 9,473 05	9,595.22	589,547	\$ 23,063 03	13,086.91	740,886	\$ 32,536 08
Through Freight...	56,186.31	7,820,879	130,124 36	26,074.07	2,829,483	100,668 77	82,760.38	10,650,362	230,793 13
Totals.....	59,678.00	7,972,218	\$139,597 41	36,169.29	3,419,030	\$123,731 80	95,847.29	11,391,248	\$263,329 21

STATEMENT M.

Special Tonnage Statement for the year ending September 30, 1884.

ARTICLES.	POUNDS.	Tons.
Merchandise	88,204,500	44,102.25
Leaf Tobacco.....	4,333,170	2,166.59
Manufactured Tobacco.....	192,163	96.08
Flour	1,548,302	774.15
Grain.....	1,922,542	961.27
Dried Fruit.....	3,569,028	1,784.51
Roots and Herbs.....	1,523,164	761.58
Lumber.....	33,908,374	16,954.19
Cotton.....	1,615,465	807.73
Coal	54,877,900	27,438.95
Total.....	191,694,608	95,847.30

	Pounds.	Tons.
Coal for Company's Use.....	23,916,000	11,958.00

